THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The details of ongoing surveys in North East Region are as under:

| Sl.No. | Name of the Survey | Kilometres | Progress Percentage |
|---|---|---|---|
| 1. | Naginimora-Amguri New Line | 35 | 15 |
| 2. | Bairabi-Sairang/Aizwal New Line | 54.2 | 40 |
| 3. | Bedeti-Itanagar New Line | 45 | 30 |
| 4. | Jogighopa-Silchar *via* Panchratna | 500 | 20 |
| 5. | Kokrajhar-Gelephu (Bhutan) | 70 | 10 |
| 6. | Pathsala-Nanglam (Bhutan) | 40 | 10 |
| 7. | Rangia-Samdrupjongkh (Bhutan) | 60 | 10 |
| New Surveys as proposed in the Budget 2006-07: | | | |
| 1. | Murkongselek-Pasighat New Line | 30 | |

**Extension of circular railway from Dumdum to Kolkata Airport**

1292. SHRI PRASANTA CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whetehr any survey was conducted by Railways while undertaking the works of extension of circular railway from Dumdum to Kolkata Airport under Eastern Railway;

(b) if so, what is the estimated cost; and

(c) whether the scheme is financially viable on availability of passengers on circular railway route?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The estimated cost of the project was 89.52 crore.

(c) The Techno-Economic Feasibility Study report prepared by Rail India Technical and Economic Services (RITES) indicated that an investment of Rs. 90 crore was giving a negative Financial Rate of Return. However, the Economic Internal Rate of Return was as high as 20%. The project was not commercially viable, however, it might fit in the present policy of the Government to save on petroleum fuel, improve air quality,

time saving & comfort for passengers and to encourage shift of passengers from various road modes to rail transport system.

**Facilities provided to SEC Railway**

†1293. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) the additional facilities provided in the working field of Southeast Central Railway located in Chhattisgarh, since its constitution till now;

(b) the names of the station where these facilities have been provided and by when;

(c) the facilities which are still proposed to be given; and

(d) the details of the reasons for not giving railway reservation facilities, so far, in district Headquarters devoid of railway services?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) There are more than 8000 railway stations on Indian Railways. Provision of additional facilities a railway stations which includes improvement to circulating area, waiting hall, water supply system, platform covering & extension/expansion, renovation, other improvement works, computerization etc. is a continuous process and the same is undertaken every year at large number of stations in accordance with the laid down norms based on traffic growth and *inter-se* priorities.

State-wise data is not maintained. There are 297 number of railway stations on Southeast Central Railway out of which 3 have been identified and developed as model stations as per norms. They are Bilaspur, Durg and Raipur.

(d) Out of 5 non-rail head District Headquarters in Chhattisgarh, Computerised Reservation Centres are already functional in 2 locations viz. Janjgir (Janjgir-Champa) and Ambikapur. At 2 locations viz. Kanker and Kawardha, the Computerized Reservation Facilities have been planned to be provided after the State Government provides suitable accommodation free of cost for housing the computer terminals. The Computerized Reservation Facilities at Jashpur has been proposed to be sanctioned in the Annual Plan 2006-07.

† Original notice of the question was received in Hindi.